

SECURITY INFORMATION

CLASSIFICATION ~~SECRET-CONTROL/US OFFICIALS ONLY~~COUNTRY Czechoslovakia

REPORT

TOPIC Technical Data on Czechoslovakian Aircraft

50X1

EVALUATION

PLACE OBTAINED

50X1-HUM

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED

21 March 1950

REFERENCES

PAGES 1 ENCLOSURES (NO. & TYPE)

1 Sketch

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REMARKS

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1. The fighting qualities of the light bomber and dive bomber are limited because of a faulty design of the "motorove objimaci krouzek" (piston ring?) of the PE-2. This unit is said to have a hard rubber part with a lifetime of only 20 hours. It takes four trained mechanics one day to exchange the engines of this plane. The required material is delivered by the Soviet Union.

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2. The landing gear of the Me-109 had been modified (see Annex     ). Other engines were also being tested. Instead of the Daimler Benz engines formerly used, the type Juno-211 engine has recently been installed in this craft. The tail wheel was raised to give the pilot better vision in landing and taking off. The cockpit is now of plexiglass<sup>only</sup> and is not stiffened by steel frames, so it is more easily smashed in case of accidents.

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- c. The Me-262 equipped with the Juno-004 engine is the jet fighter at present in use. The engine is produced by the Walter Firm in Prague-Jinonice (O 51/L 7E). An improvised version of this jet engine has been developed.

Comment:

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- c.      The mentioned improvement of the engine was probably achieved by a reduction of the size of the turbine impeller. The airframe is being built by the Avia Firm in Cakovice. The exact number of aircraft of this type built so far is not known. Probably not more than ten have been produced.

Annex     

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Sketch

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Document No. 11No Change in Class. ☐☐ DeclassifiedClass. Changed To: TS S C

Auth.: RB 70-2

Date 23 JUN 1978

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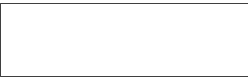
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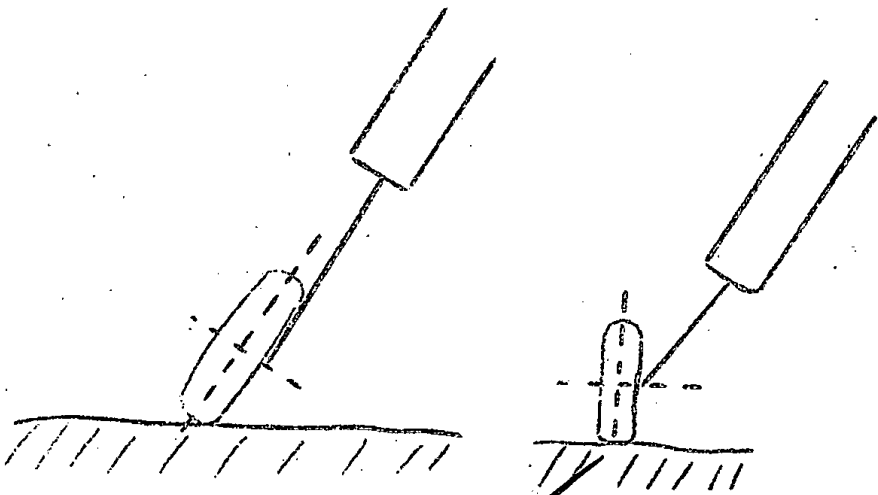
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Annex



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Modified Landing Gear of the Me-109



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